

## Notice of Availability FEIS (Grand Parkway Segment G)

Public Notice of Availability FEIS: Pursuant to Title 43, Texas Administrative Code, §2.5(e)(8)(B), the Texas Department of Transportation is advising the public of the availability of the Final Environmental Impact Statement (FEIS) for the proposed construction of State Highway 99, IH 45 to US 59 (Grand Parkway Segment G) north of Houston in Harris and Montgomery Counties, Texas. Comments regarding the FEIS may be submitted via email to: [segmentgcomments@grandpky.com](mailto:segmentgcomments@grandpky.com) or via first-class mail to The Grand Parkway Association (GPA), Attention: Segment G Comments, located at 4544 Post Oak Place, Suite 222, Houston, Texas 77027 or the Director of Project Development at the Texas Department of Transportation's (TxDOT's) Houston District Office located at 7600 Washington Avenue, Houston, Texas. Comments are due by 5:00 p.m. on (30 days after publish). The TxDOT's mailing address is P.O. Box 1386, Houston, Texas, 77251-1386.

The purpose of the proposed action is to provide improved access to the existing and future thoroughfare system, reduce area traffic congestion, improve safety, and improve area-wide mobility. A full range of alternatives were identified and evaluated for Segment G at the corridor level (five corridors), transportation mode level (No Build, Transportation System Management Alternatives, Travel Demand Alternatives, and Modal Alternatives), and at the alignment level. The proposed action consists of the construction of a controlled access tollway from IH 45 to US 59 in Harris and Montgomery Counties, a distance ranging from 13.6 to 14.4 miles, depending on the alternative alignment considered. The proposed facility will consist of a four-mainlane controlled access tollway within a 400-foot right-of-way (ROW) width. A total of four build alternative alignments, in addition to the No-Build alternative, have been presented in the FEIS. All four build alternative alignments lie between IH 45 and US 59 in a west-east direction. Alternative Alignment A begins at IH 45 approximately 2.9 miles north of FM 2920 and is approximately 13.7 miles in length. Alternative Alignment A travels east approximately 2.5 miles, crossing the Hardy Toll Road and Spring Creek, before shifting to a northeasterly direction approximately 2.6 miles, paralleling Riley Fuzzel Road. Alternative Alignment A veers southeast 1.0 miles before traversing east approximately 2.0 miles, crossing the San Jacinto River. Alternative Alignment A heads to a northeasterly direction approximately 1.1 miles before veering east approximately 3.5 miles, crossing FM 1314 and White Oak Creek. Alternative Alignment A continues southeast approximately 1.0 miles before terminating at US 59. Alternative Alignment B begins at IH 45 approximately 0.2 miles south of IH 45 and the Hardy Toll Road interchange and is approximately 13.6 miles in length. Alternative Alignment B travels southeast along the Hardy Toll Road approximately 1.2 miles before shifting to an easterly direction approximately 1.3 miles, crossing Spring Creek. Alternative Alignment B traverses northeast with Alternative Alignment A for approximately 2.3 miles, paralleling Riley Fuzzel Road. Alternative Alignment B continues northeast approximately 1.4 miles before veering east approximately 3.6 miles, crossing the San Jacinto River. Alternative Alignment B then turns southeast approximately 0.5 miles, paralleling FM 1314. Alternative Alignment B proceeds east approximately 3.3 miles, crossing White Oak Creek and then terminating at US 59. Alternative Alignment C begins at IH 45 approximately 2.9 miles north of FM 2920 and is approximately 13.7 miles in length. Alternative Alignment C traverses east with Alternative Alignment A approximately 2.5 miles, crossing the Hardy Toll Road and Spring Creek. Shifting to a northeasterly direction approximately 2.6 miles, Alternative Alignment C parallels Riley Fuzzel Road and then heads in an easterly direction approximately 4.5 miles, crossing the San Jacinto River. Alternative Alignment C veers to the northeast approximately 1.0 miles, crossing FM 1314, before joining Alternative Alignment A in an easterly direction for approximately 1.3 miles. Alternative Alignment C traverses to the southeast approximately 0.8 miles before continuing east with Alternative Alignment B approximately 1.0 miles, crossing White Oak Creek and terminating at US 59. Alternative Alignment D begins at IH 45 approximately 2.9 miles north of FM 2920 and is approximately 14.4 miles in length. Alternative Alignment D travels east with Alternative Alignment A and Alternative Alignment C approximately 2.5 miles, crossing the Hardy Toll Road and Spring Creek. Shifting to a northeasterly direction approximately 2.6 miles, Alternative Alignment D parallels Riley Fuzzel Road and traverses approximately 2.4 miles in a northeasterly direction, crossing the San Jacinto River. Alternative Alignment D veers to the southeast approximately 2.1 miles and continues easterly 3.0 miles, crossing FM 1314. Alternative Alignment D traverses to the southeast approximately 0.8 miles before continuing east with Alternative Alignment B approximately 1.0 miles, crossing White Oak Creek and terminating at US 59.

The preferred corridor and transportation mode and the recommended alternative alignment as presented in the Draft Environmental Impact Statement (DEIS) were selected after careful consideration and assessment of the potential environmental impacts and evaluation of agency and public comments. After consideration of all agency and public comments received on the DEIS of 2007, coordination with landowners, as well as updated environmental data, the GPA, in coordination with TxDOT and Federal Highway Administration (FHWA), selected a Preferred Alternative Alignment. It was determined that a slight shift in one area near a newly developed subdivision, Creekside Village, was necessary to avoid residential impacts. Other than the slight shift at Creekside Village, the Preferred Alternative Alignment is the Recommended Alternative Alignment as presented in the DEIS.

The preferred build alternative that has emerged from the study was proposed on the basis of its ability to best facilitate the project's Need and Purpose while minimizing impacts to the natural, physical, and social environments. The Preferred Build Alternative Alignment is approximately 13.7 miles long. It begins at IH 45 approximately 2.9 miles north of FM 2920. It travels east for approximately 1.7 miles, crossing the Hardy Toll Road and Spring Creek. The Preferred Alternative Alignment turns to the northeast, paralleling Riley Fuzzel Road, and continuing in this direction for approximately 5.5 miles. After crossing the West Fork of the San Jacinto River, the Preferred Alternative Alignment turns to the southeast for approximately 1.5 miles. The alignment turns slightly to head easterly for approximately 3.1 miles, passing between the Cumberland and Winchester Place subdivisions and crossing FM 1314. After passing the Timberland Estates subdivision, the Preferred Alternative Alignment turns back toward the southeast for approximately 1.9 miles until its terminus at US 59. The preferred alternative alignment for Segment G would require the acquisition of new ROW (746 acres), the adjustment of utility lines, and the filling of aquatic resources including jurisdictional wetlands (64.4 acres). The Preferred Alternative Alignment as presented in the FEIS would displace 110 residential properties and one commercial property. No archeological sites or historic properties are expected to be affected.

Copies of the FEIS may be viewed at the Grand Parkway Association website, [www.grandpky.com](http://www.grandpky.com); at the offices of the GPA or the TxDOT Houston District (addresses previously mentioned); at the Houston Public Library, Central Branch, 500 McKinney, Houston, Texas; at the Harris County Public Library, Kingwood Branch, 4102 Rustic Woods Drive, Kingwood, Texas; at the Harris County Public Library, Baldwin Boettcher Branch, 22248 Aldine Westfield Road, Humble, Texas; at the Montgomery County Public Library, R.B. Tullis Branch, 21569 US Highway 59, New Caney, Texas; and at the Montgomery County Public Library, South Regional Branch, 2101 Lake Robbins Drive, The Woodlands, Texas. Requests for hard copies of the FEIS and other information about the project may be obtained at the GPA office or through TxDOT's Public Information Office. For further information, please contact David Gornet, P.E. at (713) 965-0871 or Pat Henry, P.E. at (713) 802-5241.

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